

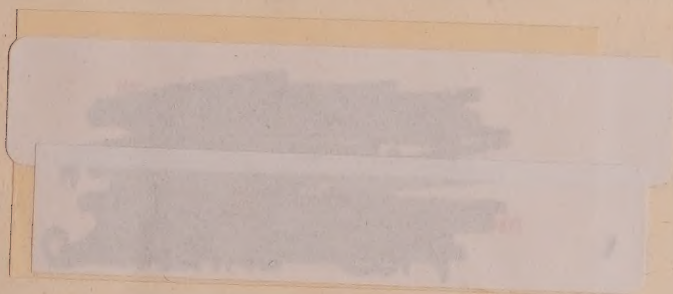
HISTORIC ARCHITECTURE REPORT

ROUTE 517 BY-PASS

SPARTA TOWNSHIP

SUSSEX COUNTY, NEW JERSEY

PROJECT #RS-389 (101)

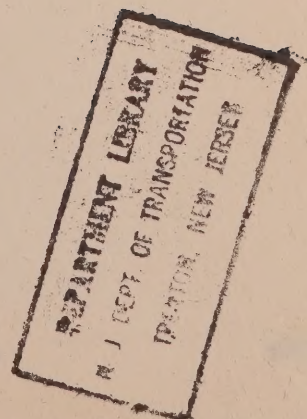


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MARCH, 1978

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IN REPLY PLEASE REFER TO

State of New Jersey
DEPARTMENT OF TRANSPORTATION

LOUIS J. GAMBACCINI
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P R E F A C E

On March 29, 1979 the State Historic Preservation Office (SHPO) submitted formal approval and recommendations on the Historic Architecture and Archaeology Reports for the above project. The SHPO's recommendations differ from those found in this report on one count. The Station Road Historical District discussed on page 35 will not be considered a district by the SHPO. However, the two structures contained therein, the Lower Blacksmith Shop and the Western Railroad Depot, will be considered eligible for inclusion in the National Register of Historic Places. Both the consultants, Strauss & West, NJDOT, and FHWA concur with the SHPO's recommendation. For additional information refer to the letters of correspondence contained in the Appendix.

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PURPOSE

The purpose of this report and summary is to identify and evaluate the significant Architectural and Historical Resources of the area directly affected by the proposed improvements to Route 517 and to assess the environmental impact of the two alternative actions under consideration: the "New Alignment" and the "No Build" option. (Draft Negative Declaration, S-279(1) prepared by Howard, Needles, Tammen and Bergendoff, Consulting Engineers.)

SUMMARY

The findings of this study are based on a comprehensive search of local, regional and state documents, site surveys, interviews with local persons knowledgeable about the area, drawings and reports furnished by the engineering consultants to the project, Howard, Needles, Tammen & Bergendoff. The study area is located in Sparta Township, Sussex County, New Jersey.

In assessing the environmental impact of proposed improvements to Route 517, on the architectural and historical resources of Sparta, the following properties are of concern and have been identified as having National, State and/or local significance:

A. Main Street Historical District

B. Buildings, sites and objects within the Main Street Historical District.

1. Sparta Inn
2. First Presbyterian Church of Sparta
3. First Presbyterian Church Cemetery
4. Civil War Monument
5. Century House
6. Van Dillen House

C. Station Road Historical District

D. Buildings within the Station Road Historical District.

1. Lower Blacksmith Shop
2. Old Railroad Station

E. Other resources within the Station Road
Historical District.

1. Wallkill River
2. New York, Susquehanna & Western Railroad
right-of-way.

F. Other buildings and sites.

1. Dykstra House
2. Lockwood House
3. Methodist Episcopal Church
4. Methodist Episcopal Church Cemetery.

These properties and natural resources are affected by the alternative improvement proposals for Route 517 as follows:

New Alignment - This proposed alternative would have a significant positive impact on the Main Street Historical District and the historic buildings, sites and objects within this District. The rerouting of thru-traffic around the business district of Sparta will alleviate the present congestion on Main Street and the physical division that has significantly altered its historic importance as the center of Sparta. The elimination of excess traffic would allow Sparta's original plan concept/pattern of growth - the closely spaced mixture of houses, church and small businesses joined by a common road, Main Street --to experience revitalization. Pedestrian access, an important factor in future planning, would be encouraged under safer conditions.

This proposed alignment would have a significant impact on the Proposed Station Road Historical District through which it passes. The Wallkill River which borders one side of Station Road, and the New York, Susquehanna & Western Railroad right-of-way which borders the other before it passes over, were major factors in bringing the first industries to Sparta and in linking the town to other communities.

Today this narrow river road serves as a nature walk and bicycle trail for local residents, a route for children on their way to and from the High School.

In conjunction with the potential reactivation of the adjoining railroad right-of-way and the Old Railroad Station, this proposed district would be appropriate for development as an historic park. The design of the proposed roadway bridge overpass should be in keeping with the scale and natural beauty of this site. The overpass should not alter the meandering course of the river. The proposed alterations to the portion of Station Road passing under the overpass should minimize disturbance to adjoining landscape (see photograph, p.38 lower left). Professional architectural and local community input should be sought in the design of this section of the proposed district.

The New York, Susquehanna & Western Railroad has indicated it is considering reactivating the line for future rail service (see appendix, p.53). The Resource Conservation and Development Project, Inc. and the Recycling Railroads Coalition have outlined

their intention to reactivate the right-of-way for bikeways and open space (see appendix, p.54). The existing right-of-way passes along Station Road, crosses over the road and intersects the proposed new alignment at its eastern connection to old Route 517, at which point it is cut off by the proposed new alignment. The existing right-of-way crosses old Route 517 at grade. The design of this portion of the proposed new alignment should not preclude possible railroad and/or public use.

Two historic buildings, the Dykstra House and the Lockwood House, are situated at the western connection of the proposed new alignment to existing Route 517. The Lockwood House and its historic old sugar maple tree are in very close proximity to the road. Any proposed widening of the roadway or change in grade at this western connection should not extend to these properties.

The Sparta United Methodist Church and School, located at the junction of Route 517 and Route 181, is situated within 100 feet of the proposed new alignment. Because this building is an important cultural resource to the community, effort should be made not to impact this location.

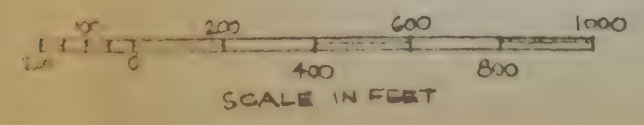
No Build Option - This proposed alternative would maintain existing conditions with no planned improvements. Allowing the present traffic volume to remain unaltered would have a significant negative impact on the proposed Main Street Historical District and on the historic buildings and sites within this District. Rather than linking the properties within the District in an identifiable whole, present traffic divides it in two. Future predicted increases in traffic volume will further worsen

conditions. The lack of safe and easy pedestrian crossing discourages pedestrian links between shops. If the creation and growth of the proposed Main Street Historical District is to be encouraged, then current thru-traffic on main street should be relocated.





SPARTA TOWNSHIP, N. J.
HISTORICAL MAP



HISTORICAL PERSPECTIVE OF SPARTA

The Proposed Main Street Historical District

The first permanent settlers to Sparta arrived, most probably around 1770. They were a mix of small farmers and large landowners. As the large land tracts were subdivided, more settlers came, mostly to farm.

The area along Main Street, the proposed Main Street Historical District, evolved as the residential and commercial center of Sparta. To service farms in the immediate area of Sparta, wheelrights, blacksmith, general stores and specialty shops developed along Main Street, as shown on the 1860 map (see page 9). The First Presbyterian Church of Hardyston, the spiritual, educational, and civic center of early Sparta, exists today as the First Presbyterian Church of Sparta. In 1786, it became the first Church to be incorporated in the State of New Jersey. The 55 acres of land granted to the Church by the Proprietors of New Jersey encompasses most of the proposed Main Street Historical District and includes property on Main Street from the Sparta Inn east to the site of the present town hall. The First Presbyterian Church Cemetery, which adjoins the rear of the Church, has been in continual use since 1787 and contains gravestones dating back to the first Sparta families. Connected to the Church by a recent addition is the Parish House. Built in 1860, ^{on} the site of Sparta's first school, the Parish House has served the town as a school, town meeting hall and fire department. The 1860 map shows the Church, graveyard, school and, across the road, the parsonage which still stands. Adjoining the entrance to the cemetery is the Civil War Monument, dedicated by James Titman, a prominent Sparta resident around 1860.

The Sparta Inn, shown on the 1860 map as the property of Mrs. E. Kelsey, was part of the original 1786 landgrant made to the First

Presbyterian Church. The first township meeting was held here on February 13, 1845.

The Van Dillen House, shown on the 1860 map as the property of Lewis Sherman, was built around 1790. Lewis Sherman operated one of Sparta's iron forges which flourished during the Civil War making iron anchors. The end of the War brought an end to Sparta's iron industry.

The Century House was built in 1883 by James Titman, Sparta's most prominent businessman and benefactor during the late 1800's. This national financier and Director of the Lehigh Valley Railroad was responsible for introducing electricity into Sparta. The original character of his Queen Anne Style house has been carefully restored by the present owner. The house, with its characteristic variety of wall surfaces, and window types, 2 story bay, small scale classical detail, ornamental brick chimney and picturesque multiple roofs, is Sparta's most significant architectural building.

The original Methodist Episcopal Church was located along Main Street, within the proposed Main Street Historical District, and is indicated on the 1860 map of Sussex County. That building was replaced in 1869 by the larger church in its present location and is now occupied by the Lambert Realty Company. Behind the church is the Methodist Episcopal Cemetery, in use since its dedication in 1868. The church and cemetery are outside the proposed Main Street Historical District, situated on the portion of Route 181 affected by the proposed improvements to Route 517.

The 1860 map shows the organization of Sparta's early village with its original disposition of detached buildings in close proximity to each other and to the road. The narrow roadway bordered on both edges by shade trees, the natural mixture of houses, churches and

small businesses which supported the local farming community- these are all typical characteristics of small American towns formed prior to the automobile age. This original plan concept has prevailed up to the present. However, with the advent of the automobile, the town center has experienced physical divisions that have significantly altered its original small scale character. Current congestion from thru-traffic is the major negative impact on the architectural and historical image of the proposed Main Street Historical District.

The Proposed Station Road Historical District

The discovery of limestone, zinc and iron ore deposits and the availability of waterpower from the Wallkill River brought additional settlers to the area. The land along the Wallkill River, the proposed Station Road Historical District, evolved into Sparta's early industrial center. The 1860 map of Sussex County shows Sparta's industry concentrated at the junction of Main Street and Station Road and the Wallkill River. Properties shown on the map within the proposed District are a Foundry and Saw Mill, the Titman and Ryerson Grist Mill and the Titman and Ryerson Blacksmith Shop.

The grist mill, after outgrowing its original function, housed the town's first electric generator. Run with water power from the Wallkill River, the generator provided the town's first electric lights. The original stone foundation, seen from Station Road, is now part of the Sparta Radio and T.V. Company. Many stone foundations of unknown origin are spotted along Station Road (see photos, p. 39).

The Titman and Ryerson Blacksmith Shop became known as the Lower Blacksmith Shop and stands today as part of the Culligan Water Company. Of Sparta's 3 Blacksmith Shops indicated on the 1860 map (see p.9), it is the only one remaining and serves as an example of early colonial field stone construction.

With the inauguration of regular train service in 1881 by the New York, Susquehanna and Western Railroad, Sparta experienced an influx of weekend vacationers from New York, Newark and Jersey City. They came to enjoy the natural beauty of Sparta's local mountains, glacial lakes and streams. The original Old Railroad Station and the railroad right-of-way still exist. The Station is occupied by Mohawk Industries, Inc. The railroad right-of-way is abandoned. However, the railroad company and the Sussex-Warren Resource Conservation and Development Project group have both indicated an interest in reactivating the right-of-way (see appendix, p.53 & 54).

The tourist trade in the late 1800's spawned land development, boarding houses and hotels, and a market for local farm products. The advent of the automobile took vacationers beyond Sparta and brought an end to the prosperous summer trade.

Today Station Road and the Wallkill River serves as a nature walk and bicycle trail for local residents. It is a convenient route for children on their way to and from the High School. In conjunction with reactivation of the adjoining railroad right-of-way and the Old Railroad Station, the proposed Station Road Historical District would be an appropriate historic river park.

The Dykstra and Lockwood Houses

The original road connecting Sparta with the older town of Newton is the present Western end of Route 517. The Dykstra House, located on Route 517, is shown on the 1860 map as owned by James Maines. This home was originally a farm house and was run as a boarding house by the Maines family.

The Lockwood House, located on the adjacent property to the Dykstra House, was built around 1745. This colonial salt box has been occupied by four generations of the same family. The pavement

markings in front of the house date from the 1789 Sussex County road returns, the only rights of way given to the County. This settled the ownership of the large sugar maple tree situated along the edge of the present roadway.

MAIN STREET HISTORICAL DISTRICT

1. Property Name: Main Street Historical District
2. Location: Main Street, from Poole's Corner east to the townhall
(see map).
3. Classification: District
4. Ownership:

1	Main Street	Christina Kays
3	" "	Estate of Olive Drake
9	" "	Donald & Nancy Attanasi
11	" "	Earl Sr. & Dora Post
13	" "	Parlor Inn, Inc.
14	" "	Margaret Bonanno
16	" "	Louis & Louise Nazzaro
17	" "	Adelmo & Mary Hermo
18	" "	Makel Earl
19	" "	Crestwood Assoc., Inc.
20	" "	Alyce Schaff
21	" "	Helen Ellis
22	" "	Woodruff Goble
23	" "	Pauline Casterline
24	" "	James & C.B. Dick Kinley
25	" "	Thomas & Nancy Ruvo
27	" "	Roy & Eva Smith
29	" "	First Presbyterian Church
32	" "	First Presbyterian Church
40	" "	First Presbyterian Church
33	" "	Jessie Linden
37	" "	Josephine Rogers
41	" "	Roger & Shirley Hackenberg
47	" "	Olaf & Joan Spinnanger
53	" "	Roger & Julia Van Dillen
57	" "	Robert & Carolann McBrair

5. Representations on Existing Surveys- none.

6. Description

Buildings: Sparta Inn, First Presbyterian Church of Sparta, Century House & Van Dillen House (see separate descriptions), original wood frame Episcopalian chapel with bell tower, Central Hotel was tavern of William Earl in 1864.

Site- detached homes, and small businesses in close proximity to each other, typically minimal front yard setbacks, roadway bordered by large shade trees and several stone

retaining walls. First Presbyterian Church is the most prominent building and site, plan arrangement of Main Street on the 1860 map of Sussex County is still apparent.

Alterations- many individual buildings have been altered but the overall form and character of the original town remains.

7. Significance:

The first permanent settlers to Sparta arrived, most probably around 1770. They were a mix of small farmers and large landowners. As the large land tracts were subdivided, more settlers came, mostly to farm.

The area along Main Street, the proposed "Main Street Historical District," evolved as the residential and commercial center of Sparta. To service farms in the immediate area of Sparta, wheelrights, blacksmith, general stores and specialty shops developed along Main Street, as shown on the 1860 map, (see p. 8). The First Presbyterian Church of Hardyston, the spiritual, educational, and civic center of early Sparta, exists today as the First Presbyterian church of Sparta. In 1786, it became the first Church to be incorporated in the State of New Jersey. The 55 acres of land granted to the Church by the Proprietors of New Jersey encompasses most of the proposed Main Street Historical District and includes property on Main Street from the Sparta Inn east to the site of the present town hall. The First Presbyterian Church Cemetery, which adjoins the rear of the Church, has been in continual use since 1787 and contains gravestones dating back to the first Sparta families. Connected to the Church by a recent addition is the Parish House. Built in 1860, the site of Sparta's first school, the Parish House has served the town as a school, town meeting hall and fire department. The 1860 map shows

the Church, graveyard, school and, across the road, the parsonage which still stands. Adjoining the entrance to the cemetery is the Civil War Monument, dedicated by James Titman, a prominent Sparta resident around 1860.

The Sparta Inn, shown on the 1860 map as the property of Mrs . E. Kelsey, was part of the original 1786 landgrant made to the First Presbyterian Church. The first township meeting was held here on February 13, 1845.

The Van Dillen House, shown on the 1860 map as the property of Lewis Sherman, was built around 1790. Lewis Sherman operated one of Sparta's iron forges which flourished during the Civil War making iron anchors. The end of the War brought an end to Sparta's iron industry.

The Century House was built in 1883 by James Titman, Sparta's most prominent businessman and benefactor during the late 1800's. This national financier and Director of the Lehigh Valley Railroad was responsible for introducing electricity into Sparta. The original character of his Queen Anne Style house has been carefully restored by the present owner. The house, with its characteristic variety of wall surfaces, and window types, 2 story bay, small scale classical detail, ornamental brick chimney and picturesque multiple roofs, is Sparta's most significant architectural building.

The 1860 map shows the organization of Sparta's early village with its original disposition of detached buildings in close proximity to each other and to the road. The narrow roadway bordered on both edges by shade trees, the natural mixture of houses, churches and small businesses which supported the local farming community- these are all typical characteristics of small American towns formed prior to the automobile age. This original plan concept has prevailed up to the present. However, with the advent of the automobile, the

town center has experienced physical divisions that have significantly altered its original small scale character. Current congestion from thru-traffic is the major negative impact on the architectural and historical image of the proposed Main Street Historical District.

8. Status:

The district includes several architecturally unique buildings and has preserved its original plan with many distinctive features. As such it could conceivably qualify for National Register criteria. It has important state and local historical values.

9. Proximity to the Route 517 by-pass project:

This district is approximately 700 feet from the proposed new alignment at its closest point. The present Route 517 runs through the center of this district.



MAIN STREET HISTORICAL DISTRICT



CENTURY HOUSE

1. Property Name
 - a. Historic Name: James Titman House
 - b. Common Name: Century House
2. Location: 24 Main Street
3. Classification: building
4. Owner: James E. Kinley
5. Represented on existing surveys:
 - a. Sparta Heritage, Historic Home & Sites Tour
 - b. Study No. 10, Historic Preservation & Scenic Sites,
Sussex County Master Plan.
 - c. Our Living Heritage, Sparta/76, Sparta Township,
Bicentennial Commission.
6. Description:

Building - Detached 3-story wood frame house, Queen Anne Style Architecture, clapboard and wood shingle exterior walls, 2-story bay window, 2-story porch and balcony with gabled roofs, various window shapes, small scale classical wood details, ornamental brick chimney, high pitched multiple roofs, tower cupola, original door with leaded and beveled glass, original interior plaster moldings, original fireplace.

Site - The site along Main Street remains unaltered from its original plan, situated between the First Presbyterian Church and the Goble Funeral Home, established in 1852. The entry is flanked by two large shade trees.

Alterations - The present owner has recently restored the entire house.

7. Significance:

Architectural - The original character of this Queen Anne Style house has been carefully restored by the present owner. It is an excellent example of the period and is Sparta's most significant architectural building.

Historical - The Century House was built in 1883 by James Titman, Sparta's most prominent businessman and benefactor during the late 1800's. Titman was a national financier and Director of the Lehigh Valley Railroad. He donated the Civil War Monument and the large tract of land used for Sparta Glen. He introduced electricity into Sparta. This building is an active part of the proposed Main Street Historical District.

8. Status:

The building has many unique features and conceivably could qualify for National Register criteria through its well-preserved Queen Anne style architecture. It also has important local historical value.

9. Proximity to the Route 517 by-pass project:

This building is approximately 1300 feet from the proposed new alignment. It is approximately 90 feet from the present Route 517.



CENTURY HOUSE

FIRST PRESBYTERIAN CHURCH OF SPARTA

1. Property Name
 - a. Historic Name: First Presbyterian Church of
Hardyston
 - b. Common Name: First Presbyterian Church of Sparta
2. Location: 32 Main Street
3. Classification: building
4. Owner: First Presbyterian Church of Sparta
5. Represented on existing surveys:
 - a. Sparta Heritage, Historic Home & Sites Tour
 - b. Study No. 10, Historic Preservation & Scenic Sites,
Sussex County Master Plan
 - c. Our Living Heritage, Sparta/76, Sparta Township,
Bicentennial Commission.
6. Description:

Chapel Building - Raised $1\frac{1}{2}$ story wood frame chapel,
New England Colonial style rectangular plan, gable roof,
clapboard siding, Classical porch, gallery and steeple,
high pulpit and overhead sounding board, high-backed
pews.

Parish House - attached to chapel by the recent addition,
originally separate, 3 room wood frame.

Site - The site along Main Street consists of the Church,
the original Church cemetery and the Civil War Monument.
A portion of the front yard is paved for cars and is

separated from the road by a large lawn area and a line of large shade trees. The original cemetery stone wall is a prominent feature. The Civil War Monument was erected by James Titman and stands at the entry to the property.

Alterations- The Church has been altered many times. The Classical entrance, gallery and steeple were built around 1805. The original chapel was enlarged in 1837 by Pierson Hurd. The original framing still remains. The present Parish House was built in 1860 by Morris Hoppaugh on the site of Sparta's first school, built in 1816. The Chapel and Parish House are now connected by a recent addition.

7. Significance:

Architectural- The Church has retained the integrity of its original Colonial Style. The simple but handsome combination stained and clear glass windows commemorate many of Sparta's early families. The Church is sited on a gradual rise overlooking Main Street which helps give the building a monumental landmark quality. The simple rectangular Colonial interior with its high backed pews, raised pulpit and column-supported gallery addition are well-preserved and in keeping with its historical character.

Historical- This Church was the first church incorporated in the State of New Jersey, in 1786. Its original 55 acre land grant from the Proprietors of New Jersey included the land along Main Street extending from the present Sparta Inn to the Town Hall. The Parish House, built in 1860, has served the town as a school, a town hall and a fire department. The Church cemetery, in use since 1707, is the burial site for

many of Sparta's founding families.

8. Status:

This building and site has retained some of its original architectural features and is of State and Local historical value. It could conceivably qualify for State Register criteria.

9. Proximity to the Route 517 By-pass project:

This building and site is approximately 700 feet from the proposed new alignment. The site adjoins the present Route 517.



FIRST PRESBYTERIAN CHURCH OF
SPARTA





CIVIL WAR MONUMENT



SPARTA INN

1. Property Name:

a. Historic Name: John Kelsey Inn

b. Common Name: Sparta Inn

2. Location: 13 Main Street

3. Classification: Building

4. Ownership: Parlor Inn, Inc.

5. Representation on Existing Surveys.

a. Sparta Heritage, Historic Home & Sites Tour Guide

b. Study No. 10, Historic Preservation & Scenic Sites, Sussex County Master Plan

c. Our Living Heritage, Sparta/76, Sparta Township Bicentennial Commission

6. Description:

Building- 2½ story wood frame commercial restaurant, simple New England Colonial Style, rectangular plan, field-stone foundation, Classical porch front, gambrel roof.

Site- fronts directly on to roadway along Main Street, one of a group of detached buildings of similar small size on dispositions to Main Street, row of large evergreens along one side.

Alterations- the appearance of the building facade has been modernized, the overall form and siting on Main Street remains unchanged.

7. Significance

Historical- Built around 1750, the Inn is one of Sparta's oldest buildings. It is included in the original landgrant of 1786 made to the First Presbyterian Church by the Proprietors of New Jersey. During

the 1800's it operated as a hotel under a succession of families, including the Kelseys and the Earls. The first township meeting was held here in 1845 at which time the owner of the Inn was John Kelsey. The building appears on the 1860 map of Sussex County as belonging to Mrs. E. Kelsey. The Sparta Inn is included in a group of buildings, residences and small businesses, grouped closely together & fronting directly onto Main Street, which compose a significant part of the character of Main Street and the Proposed Main Street Historical District.

8. Status:

The building has retained much of its original architectural features and is of local historical value. It could conceivably qualify for State Registration criteria.

9. Proximity to the Route 517 by-pass project:

This building is approximately 1550 feet from the proposed new alignment. It is approximately 7 feet from the present Route 517.



SPARTA INN



1. Property Name:

- a. Historic Name: Sherman House
- b. Common Name: Van Dillen House

2. Location: 53 Main Street

3. Classification: Building

4. Ownership: Roger & Julia Van Dillen

5. Representation on Existing Surveys.

- a. Sparta Heritage, Historic Home & Sites Tour Guide
- b. Our Living Heritage, Sparta/76, Sparta Township Bicentennial Commission

6. Description:

Building- 2½ story detached wood frame house, Georgian Colonial Style, clapboard siding, gable roof, original shallow brick fireplaces, original hand-hewn and pegged beams in cellar, shuttered windows, Classical entry porch, in close proximity to the Main Street roadway.

Site- curved stone retaining walls extend along Main Street & driveway to include several residences, large evergreen trees on both sides of building.

Alterations- significant alterations & additions to the side and rear of original building, street-face has been well-preserved.

7. Significance:

Historical- Built in the late 1700's, this house, with its Georgian Colonial front, its close siting to the road and its many large trees is an important element in the historical character of Main Street. The 1860 map of Sussex County shows this house as owned

by Lewis Sherman, who purchased it in 1827. Sherman operated an iron forge in Sparta that introduced the manufacture of iron anchors, an industry that prospered during the Civil War.

8. Status:

The building has retained many of its original architectural features and is of local historical value. It could conceivably qualify for State Registration criteria.

9. Proximity to the Route 517 By-Pass Project:

The building is approximately 1300 feet from the proposed new alignment. It is approximately 12 feet from the present Route 517.



VAN LILLEN HOUSE



METHODIST EPISCOPAL CHURCH

1. Property Name:

a. Historic Name: Methodist Episcopal Church

b. Common Name: Lambert Realty Company

2. Location: Sparta Road/ P.O. Box 805/Route 181

3. Classification: Building

4. Ownership: William & Patricia Lambert

5. Representation on Existing Surveys.

a. Study No. 10, Historic Preservation & Scenic Sites,

Sussex County Master Plan

6. Description

Building- raised 2-story wood frame church, mixture of Gothic & Romanesque Revival Styles, square central bell tower and entrance, gable roof, clapboard siding, original stained glass windows & shutters, dated cornerstone.

Site- Methodist Episcopal Church cemetery on hill behind church stone cemetery wall, church sets well back from busy Route 181.

Alterations- interior of the church was renovated for real estate office, the exterior surface materials and overall form have not been altered.

7. Significance:

Historical- The church was built in 1868, replacing the original church which was on Main Street and is shown on the 1860 map of Sussex County. It served the community until 1968, when it was converted into a real estate office. The Revival Style architecture makes a unique landmark for the town. The Methodist Episcopal Cemetery behind the church has been in

use since 1868.

8. Status:

The building has retained many of its original architectural features and is of local historical value. It could conceivably qualify for State Registration criteria.

9. Proximity to the Route 517 By-Pass Project:

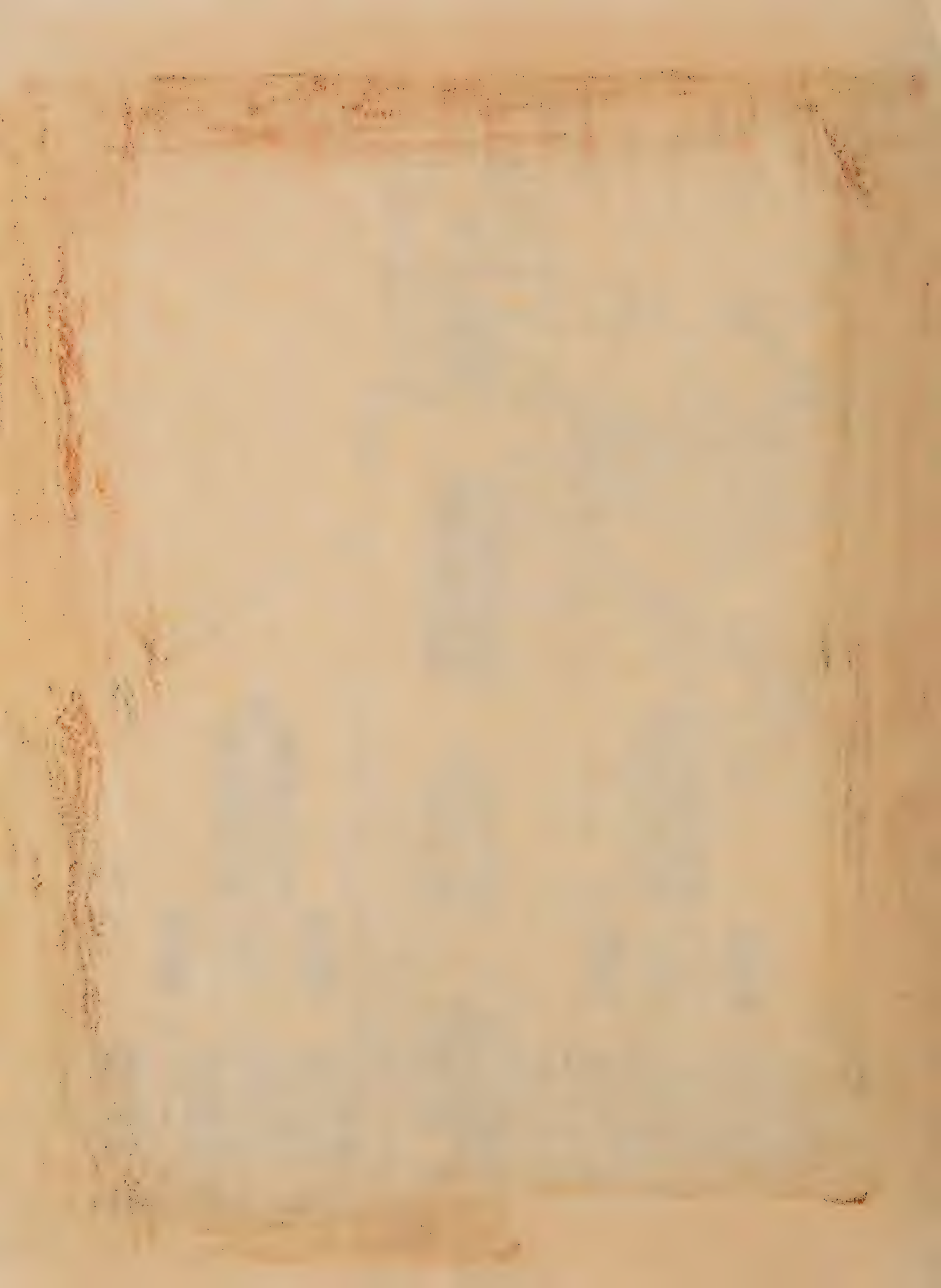
The building is approximately 1300 feet from the proposed new alignment.

The cemetery is approximately 500 feet from the proposed new alignment.

The building is approximately 60 feet from the present traffic route; the cemetery approximately 75 feet.



METHODIST EPISCOPAL CHURCH



STATION ROAD HISTORICAL DISTRICT

1. Property Name: Station Road Historical District
2. Location: Station Road, from its intersection with Main Street north to a point beyond the New York, Susquehanna & Western Railroad Trestle Bridge (see map).

3. Classification: District

4. Ownership:

8 Station Road Tri-County Water Conditioning Co.

44 Station Road Mohawk Industries, Inc.

Railroad right-of-way New York, Susquehanna & Western Railroad.

5. Representation on Existing Surveys, -none.

6. Description

Buildings- Lower Blacksmith Shop & Old Railroad Station- see separate descriptions

Site- narrow, winding Station Road adjoins Wallkill River, natural hilly landscape and forest, railroad trestle bridge, various stone foundations of unknown origin.

Alterations- no development.

7. Significance:

The discovery of limestone, zinc and iron ore deposits and the availability of waterpower from the Wallkill River brought additional settlers to the area. The land along the Wallkill River, the proposed Station Road Historical District, evolved into Sparta's early industrial center. The 1860 map of Sussex County shows Sparta's industry concentrated at the junction of Main Street and Station Road and the Wallkill River. Properties shown on the map within the proposed District are a Foundry and Saw Mill, the Titman and Ryerson Grist Mill and the Titman and Ryerson Blacksmith Shop.

The grist mill, after outgrowing its original function, housed the town's first electric generator. Run with water power from the

lights. The original stone foundation, seen from Station Road, is now part of the Sparta Radio and T.V. Company. Many stone foundations of unknown origin are spotted along the Station Road.

The titman and Ryerson Blacksmith Shop became known as the Lower Blacksmith Shop and stands today as part of the Culligan Water Company. Of Sparta's 3 Blacksmith Shops indicated on the 1860 map (see page 8), it is the only one remaining and serves as an example of early colonial fieldstone construction.

With the inauguration of regular train service in 1881 by the New York, Susquehanna and Western Railroad, Sparta experienced an influx of weekend vacationers from New York, Newark and Jersey City. They came to enjoy the natural beauty of Sparta's local mountains, glacial lakes and streams. The original Old Railroad Station and the railroad right-of-way still exist. The Station is occupied by Mohawk Industries, Inc. The railroad right-of-way is abandoned. However, the railroad company and the Sussex-Warren Resource Conservation and Development Project group have both indicated an interest in reactivating the right-of-way.

The tourist trade in the late 1800's spawned land development, boarding houses and hotels, and a market for local farm products. The advent of the automobile took vacationers beyond Sparta and brought an end to the prosperous summer trade.

Today Station Road and the Wallkill River serves as a nature walk and bicycle trail for local residents. It is a convenient route for children on their way to and from the High School. In conjunction with the potential reactivation of the adjoining railroad right-of-way and the Old Railroad Station, the proposed Station Road Historical District would be appropriate for development as an historic park.

8. Status:

The district includes two architecturally significant buildings and has preserved much of its natural features. It has important State and local historical and cultural value. As such it could conceivably qualify for State Register criteria.

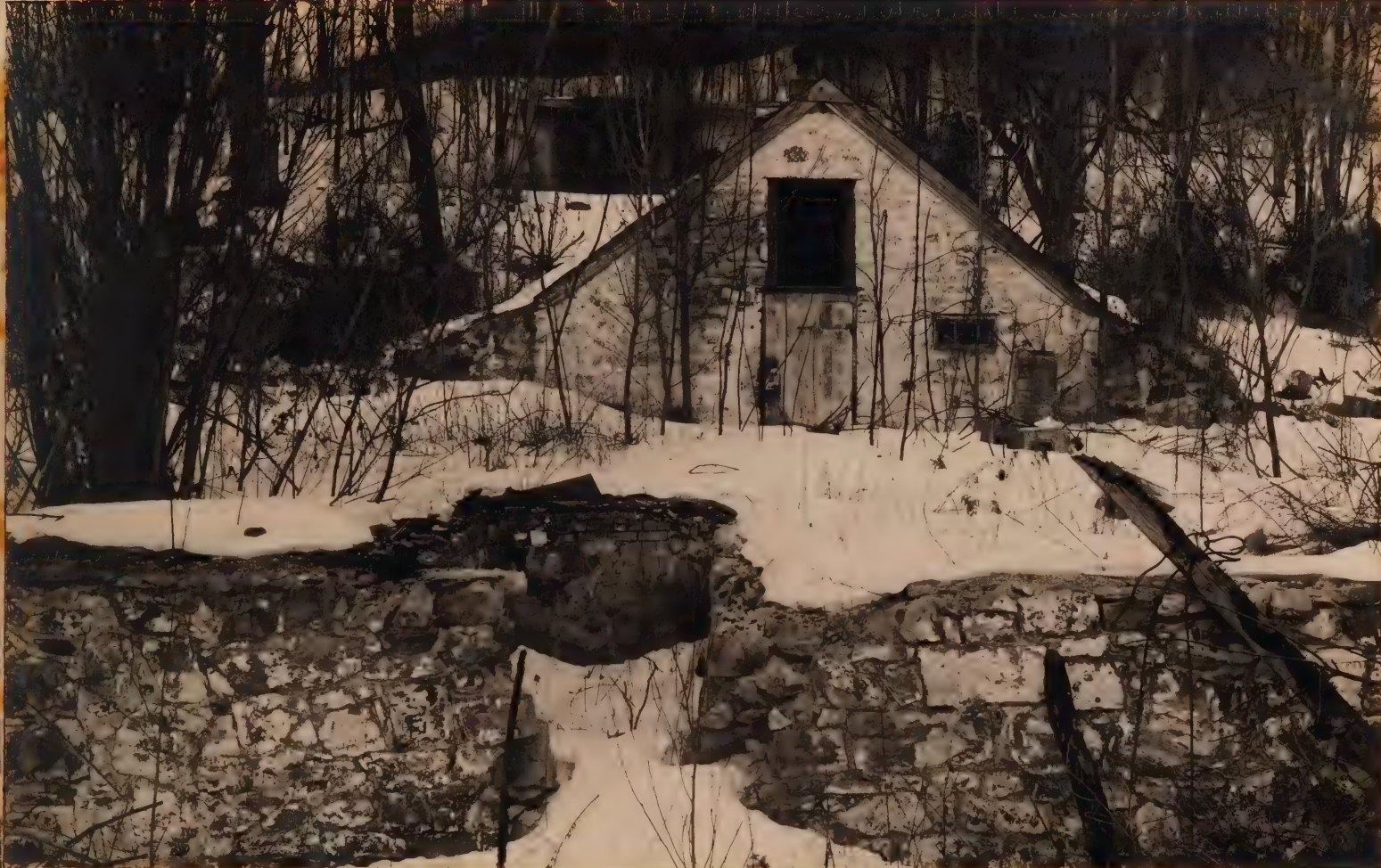
9. Proximity to the Route 517 By-pass project:

The proposed new alignment passes thru this district. The nearest foundation is approximately 100 feet from the proposed new alignment.

The district adjoins the present Route 517 for a distance of approximately 140 feet.



STATION ROAD HISTORICAL DISTRICT



FOUNDATIONS, STATION ROAD HISTORICAL
DISTRICT



1. Property Name:

- a. Historical Name: Lower Blacksmith Shop
- b. Common Name: Culligan Building

2. Location: 8 Station Road

3. Classification: Building

4. Ownership: Tri-County Water Conditioning Company

5. Representation on Existing Surveys.

- a. Sparta Heritage, Historic Home & Sites Tour Guide
- b. Study No. 10, Historic Preservation & Scenic Sites, Sussex County Master Plan
- c. Our Living Heritage, Sparta/76, Sparta Township Bicentennial Commission

6. Description

Building- 2 story stone industrial shop, coursed rubble walls, square plan, shallow pitched gable roof, located along edge of Station Road

Site- situated along narrow piece of land bordering Station Road and the Wallkill River, prominent feature seen from junction of Main Street and Station Road.

Alterations- additional structures have been added to one end, the original building exists without significant alterations.

7. Significance

Historical- The original building is Sparta's only remaining blacksmith shop of which there were three, the Upper, Middle and Lower Blacksmith Shops. Their names came from their locations in the town. The location of the building along Station Road was the

early industrial center of Sparta. The 1860 map of Sussex County shows the building as owned by Titman and Ryerson, who also owned the adjoining Grist Mill. James Titman became Sparta's most prominent citizen in the late 1800's. A financier and Director of the Lehigh Valley Railroad, he gave the town the Civil War Monument and a portion of land in the Sparta Glenn. The building, because of its prominent location near the beginning of Station Road, is an important landmark for the proposed Station Road Historical District.

8. Status:

The building represents a unique architectural building type and conceivably could qualify for National Register criteria. It has important local historical significance.

9. Proximity to the Route 517 By-Pass Project:

The building is approximately 200 feet from the proposed new alignment. It is approximately 200 feet from the present Route 517.



LOWER BLACKSMITH SHOP



OLD RAILROAD STATION

1. Property Name

a. Historic Name: New York, Susquehanna & Western Railroad Station

b. Common Name: Old Railroad Station

2. Location: 44 Station Road

3. Classification: Building

4. Ownership: Mohawk Industries, Inc.

5. Representation on Existing Surveys.

a. Sparta Heritage, Historic Home & Sites Tour Guide

b. Study No. 10, Historic Preservation & Scenic Sites, Sussex County Master Plan

c. Our Living Heritage, Sparta/76, Sparta Township Bicentennial Commission

6. Description:

Building- one story wood frame railroad station, simple functional design, rectangular plan, gable roof with large overhangs for shelter.

Site- adjoining railroad right-of-way, wooden water tower raised up on 1-story concrete frame, secluded site immediate to Station Road and the Wallkill River

Alterations- virtually unchanged

7. Significance:

Architectural- The Old Railroad Station is significant as a landmark within the Station Road Historical District. Its functional design is similar to many such small stations of the 1800's.

Historical- The inauguration of regular train service in 1881 by the New York, Susquehanna & Western Railroad.

between New York and Sparta, brought new industry to the town. This station was the arrival point for weekend and summer vacationers from New York, Newark and Jersey City. They came to enjoy the mountains, glacial lakes and streams around Sparta. The tourist industry generated land development, boarding houses and a market for local farm produce. This station would be a major asset in any future plans to reactivate the railroad right-of-way.

8. Status:

The building represents a unique architectural building type and conceivably could qualify for National Register criteria. It has important State and local historical value.

9. Proximity to the Route 517 By-Pass Project:

The building is approximately 350 feet from the proposed new alignment. It is approximately 1580 feet from the present Route 517.



OLD RAILROAD STATION



LOCKWOOD HOUSE

1. Property Name: Lockwood House
2. Location: 95 Sparta Avenue
3. Classification: Building
4. Ownership: Ruth Lockwood
5. Representation on existing surveys:
 - a. Sparta Heritage, Historic Home & Sites Tour Guide
 - b. Study No. 10, Historic Preservation & Scenic Sites, Sussex County Master Plan
 - c. Our Living Heritage, Sparta/76, Sparta Township Bicentennial Commission

6. Description:

Building- 1½ story wood frame house, Colonial Saltbox Style, cedar shake siding, gable roofs, original central stone fireplace & crane, house set close to the roadway

Site- large sugar maple tree at the edge of the roadway, large 2-story barn, stone wall property boundaries

Alterations- kitchen and dining room added around 1860, original stone fireplace and crane uncovered in 1920's, clapboard siding replaced with cedar shakes & eyebrow windows added in 1928, family room and patio added in 1962, barn is now a 4-car garage.

7. Significance:

Historical- Built around 1745, it is one of Sparta's oldest buildings. Four generations of Lockwoods have lived here. The front property lines marked in the pavement date from the 1789 Sussex County road returns, the only rights of way given to Sussex County, settling disputed ownership of the large sugar maple tree.

8. Status:

The building has several unique features and conceivably could qualify for State Register criteria thru its architectural character. It has important local historical value.

9. Proximity to the Route 517 By-Pass Project:

The building is approximately 50 feet beyond the limits of the proposed new alignment and 25 feet from the present Route 517.

The Maple Tree is 40 feet beyond the limits of the project and adjoins the present Route 517.



LOCKWOOD HOUSE

DYKSTRA HOUSE

1. Property Name

a. Historic Name: Maines House

b. Common Name: Dykstra House

2. Location: 125 Sparta Avenue

3. Classification: Building

4. Ownership: Douwe & Yinkje Dykstra

5. Representation on Existing Surveys.

a. Sparta Heritage, Historic Home & Sites Tour Guideb. Study No. 10, Historic Preservation & Scenic Sites, Sussex County Master Planc. Our Living Heritage, Sparta/76, Sparta Township Bicentennial Commission

6. Description:

Building- 2½ story wood frame house, Georgian Colonial Style, original rectangular plan with large center hall and staircase, brick chimneys at both ends, gambrel roof with dormers on original house.

Site- extensive landscaped grounds, private tree-lined road off Route 517.

Alterations- 2 story addition off one end, front porch addition.

7. Significance:

Architectural- The original house is a well-preserved example of Georgian Colonial homes. Because of the inherent strength of the plan, later additions have not altered its character. The grand center hall features the original stairway with black walnut stair rail and the original massive trim. The tree-lined approach road to the house is an

important site feature.

Historical- The building was built around 1840 as part of a large farm. The 1860 map of Sussex County shows the building as owned by James Maines who used it as a boarding house.

8. Status:

The building has several unique features and conceivably could qualify for State Registration criteria thru its architectural character. It has important Local historical value.

9. Proximity to the Route 517 By-pass project:

The building is approximately 350 feet beyond the limits of the proposed new alignment and 270 feet from the present Route 517.



LYKSTRA HOUSE



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- Hopkins Jr., G.M., Surveyor, Map of Sussex County, New Jersey, Philadelphia, Carlos Allen, M.D., 1860.
- Junior Womens' Club of Sparta, Sparta Heritage, Historic Home & Sites Tour Guide, Sparta, 1976.
- Snell, James P., ed., The History of Sussex County, Philadelphia, Everts & Peck, 1881.
- Stafford, Priscilla M., ed., Our Living Heritage, Sparta/76, Sparta Township Bicentennial Commission, 1976.
- Sussex County Planning Department, Study No. 10, Historic Preservation & Scenic Sites, Sussex County Master Plan, 1976.
- Sussex-Warren Resource Conservation and Development Project, Recycling Railroads, U.S. Department of Agriculture, 1977.
- Howard, Needles, Tammen & Bergendoff, drawing & draft of Negative Declaration for Route 517 bypass.
- Representation in Existing Surveys
The following surveys contained no references to Architectural and Historical Resources in Sparta:

Historic American Buildings/Survey of New Jersey/1977 New Jersey Inventory of Historic Sites

National & State Register of Historic Places/1976 National Survey of Historic Sites & Buildings/1964

Interviews

- Ms. Ann Cutler,/Jan. 28, 1978,/Chairperson, Sparta Township Bicentennial Commission.
- Mr. Tim Doherty/Jan. 30, 1978/Trails Coordinator, Sussex-Warren Resource Conservation & Development Project, Inc.
- Mrs. W. Eggan/Jan. 25, 1978/ Director, Sparta Public Library
- Mr. Henry Hohurst/Jan. 31, 1978/ Vice President, New York, Susquehanna & Western Railroad
- Mr. Wayne McCabe/Jan. 30, 1978/ Senior Planner, Sussex County Planning Department
- Mr. Erik Snyder/Jan. 25, 1978/Deputy Township Manager, Sparta Township
- Miss Priscilla M. Stafford/ Jan. 25, 1978/Sussex County Arts Council.

APPENDIX

Bill Strauss & Troy West/Architects
The Dietz Building
60-64 Union Street
Newark, New Jersey 07105

March 13 1978

Henry Hohorst, Vice President
New York Susquehanna & Western Railroad Line
1 River Road
Edgewater, New Jersey 07020

Re: Proposed Improvements to Route 517 thru Sparta, New Jersey

Dear Mr. Hohorst,

This letter is to acknowledge our telephone conversation regarding the reactivation of a section of the New York Susquehanna & Western Railroad Line. At that time you indicated your company was considering reinstituting freight service through Sparta using the presently inactive railroad right of way. If the new alignment of the proposed Route 517 bypass is to take into account your company's future plans, then the Department of Transportation should be so informed.

Thank you for your consideration.

Very truly yours,

William J. Strauss

Sussex - Warren

*Resource Conservation and
Development Project, Inc.*



100 SPARTA AVENUE, NEWTON, NEW JERSEY 07860

Phone (201) 383-6450

February 15, 1978

Mr. William Strauss
42 Maple Avenue
Madison, New Jersey 07940

Dear Mr. Strauss,

Enclosed please find the copy of "Recycling Railroads" that I recently promised to send you. I think you'll find that it clearly outlines the intentions of the Resource Conservation and Development Area and the Recycling Railroads Coalition, a citizens' group sponsored by the RC&D. The New York, Susquehanna, and Western right-of-way should be left intact, if not for trail purposes, then definitely for future rail services, which, rumor has it, may be restored.

Please feel free to call or write me if you need any further information. Thank you for recognizing the existence of the coalition and its plans in your work.

Sincerely,

Timothy E. Doherty
Timothy E. Doherty
Trails Coordinator

TED:bb
enc.

M E M O R A N D U M

October 16, 1978

TO: Mr. F. Howard Zahn, Chief, Bureau of Environmental
Analysis

FROM: Mr. David N. Poinsett

SUBJECT: Sussex County - Route 517 Bypass - Sparta

I am attaching a copy of a general memo that I drafted based on a review of the Route 517 bypass survey. Several questions and points for clarification have arisen. May I request that whoever on your staff is managing this project read my attached memo and this one and get in touch with me to discuss these issues.

I believe basically there is two major points; (1) can the bypass swing to the north of the Station Road historic district as shown in red on the attached map? (2) If the answer to number one is no, can we extend the Main Street district as shown in blue on the attached map and nominate the railroad station as a separate entity or small district there by eliminating the potential Station Road district and the obvious adverse effect of the road cutting through the district. I do not believe that the Station Road historic district has such significance and justification as to preclude consideration of the station and the black smith shop as separate entities.



David Poinsett

DNP/vp
Enclosures

MEMORANDUM

October 6, 1978

TO: File

FROM: Mr. David Poinsett

SUBJECT: Sussex County - Route 517 By-pass - Sparta

I reviewed the Historic and Architectural Phase I Study prepared in March of 1978 by William Strauss, architect, and received in our office on June 28, 1978, for the Route 517 By-Pass in Sparta Township, Sussex County, New Jersey. I found the report to be generally acceptable and easy to read and understand. The maps were clear.

Identification of Resources - General. Based on a review of the material presented and an examination of the maps, there is an extensive amount of historic and architectural resources in the general area of the by-pass project's potential environmental impact. Specifically, however, the by-pass will only affect one small segment of a proposed historic district and, on the other hand, will be of great benefit in removing heavy traffic loads from Main Street, Sparta, which is the major historic district area. The historic and architecturally valuable properties as identified by the survey and with which I generally concur are (1) the Dykstra House and the Lockwood House and maple tree on the current Route 517 - Newton-Sparta Road; (2) the Main Street historic district in Sparta (that I would extend to include some additional properties such as the Methodist Cemetary and 1868 Methodist Episcopal Church); (3) the Station Road historic district that includes the railroad and railroad station at the northern end and the lower blacksmith shop at the southern end.

Potential consideration could also be given to nominating the lower blacksmith shop as a single property since the other buildings around it are not of historical value and the old railroad station to the north is a separate building, and thereby not include the large district that connects the two since it appears to have only the Old Station Road as its historic connecting link. The other possibility is to extend the Main Street historic district further to the northeast to pick up the blacksmith shop and the Station Road-Route 517 intersection and the area around

the lower blacksmith shop that was, in the pre-and post-civil war era, the major industrial (small shop - individual owner) area of the town. The main justification for creating the Station Road historic district, according to the consultants who prepared the report, is the Station Road itself which runs as a backbone between the intersection of Route 517 and Station Road, and the actual railroad station. They indicate that this would be an excellent historic - pedestrian - bicycling - open space preservation area.

Another possibility is to develop a multiple resource area including Main Street, the blacksmith shop, and the railroad station and eliminating that portion that will be bisected by the Route 517 by-pass.

Opinion of Effect

For those properties identified as culturally valuable, the following is an opinion of effect.

1. Dystra House-no effect
2. Lockwood House and maple tree-no effect if current edge of pavement comes no closer to property than at present and if the tree and house are not altered physically by the road.
3. Main Street Historic District - no effect
4. Station Road Historic District - effect. If the Station Road Historic District is not considered as an entity the following would be an opinion of affect.
5. Lower blacksmith shop - no effect.
6. Old Railroad Station - no effect.

Statement of Adverse Affect

The effect of the proposed 517 by-pass on the Station Road historic district would be adverse since it would bisect the district although carrying the new road on an overpass. The effect would be adverse in accordance with 36 CFR Part 800.9 (b) and (c). It also would be possible to say "no adverse effect with conditions", that the over-pass be built carefully and tastfully over the current Station Road using design and aesthetic features to minimize the impact of the modern bridge. The new road would be several hundred feet from the lower blacksmith shop and the old railroad station and could not, in my opinion, constitute an adverse effect on these.

I believe that the intersection of 517 and the Station Road Historic District could also be considered not adverse since the new road would pass over and allow both the road and Wallkill River to continue undisturbed. This would allow hiking, bicycling and other open space activity to continue.

One other area to consider would be the New York, Susquehanna and Western Railroad that may be historically valuable in itself. It meets the Route 517 by-pass at grade near its intersection of the old Route 517. Further comments on this will be presented below.

Technical Comments:

Page 5 - paragraph 1 - last two lines - I do not understand the use of the term "should". Does it mean NJDOT "should not design the road" to preclude the use of the railroad as a railroad or bikeway, or does it mean that the NJDOT's current design should not prevent the use of the railroad as a railroad or a public bikeway? The proposed design which is on grade connecting the by-pass and old Route 517 would either destroy the railroad or introduce a rather complex interchange since the map appears to show jug handle at this point. Will the railroad remain as an on grade crossing?

Page 9 - Historical Perspective - paragraph 2 - the last two lines regarding the date of the dedication of the Civil War Monument as "around 1860" could not be correct. The Civil War was fought between 1861 and 1865 and the inscription on the photograph would indicate that it was dedicated sometime after the war.

Page 11 - the proposed Station Road historic district is tenuous at best unless one believes the Station Road itself is a major focus of historic value in the area. Why not attach the southern portion of the Station Road historic district to the Main Street historic district (lower blacksmith shop) and then create a small historic area around the railroad station, eliminating the adverse effect of the by-pass crossing over the Station Road historic district?

Pages 24, 27, 30, 33, and 47, relative to several historic buildings. All the above could be eligible for the National and State Registers of Historic Places. The consultant (not alone in this concept) is confused about the State-National Register status and qualifications. There is no distinction relative to eligibility or quality between the State and National Registers. There is no distinction as to status/stature. The National Register is broad enough to include properties

of national, state and local significance, therefore something eligible for the State Register should be eligible for the National Register. There is a continual misconception on the part of consultants to say the building may be eligible for the State Register and by inference indicate, that it is not eligible for the National Register. This is not correct.

General comment - photographs are not adequately labeled. Those that are four to a page are not labeled at all as to the individual structures; this is confusing; the camera direction is not indicated.

Summary:

I have attached a map indicating possible other considerations regarding the historic and cultural resources of the area and a proposed by-pass the feasibility of which we should pose to NJDOT. After a brief discussion with other SHPO staff people, I believe that a 106 for this project can be written. At the worst, we could declare an adverse affect of the proposed by-pass over the Station Road historic district and could possibly modify that by saying effect not adverse, with conditions.

David Poinsett

DP/rk

William Strauss & Troy West / Architects

The Dietz Building
60-64 Union Street
Newark, N.J. 07105

Sparta-Munson Bypass
Nov. 1978

November 18, 1978

Mr. Dennis DeGregory
Bureau of Environmental Analysis
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

Dear Dennis:

I have reviewed Memorandum to File from Mr. David Poinsett, dated Oct. 6, 1978, and my response to the major points are as follows:

1. Under Identification of Resources

The suggested modification which would "develop a multiple resource area including Main Street, the Blacksmith Shop and Railroad Station" is a workable alternative which appears to recognize a significant portion of the original Station Road District, including the two significant buildings and the area around them. With the new road elevated above Station Road and the river, the pedestrian and bike passage would remain intact. In conjunction with this plan, and as described under the Statement of Adverse Affect, the over-pass could be "built carefully and tastefully over the current Station Road using design and aesthetic features to minimize the impact of the modern bridge".

2. Under Technical Comments, item 1

As suggested under Technical Comments, the correct interpretation of the report is "NJDOT should not design the road to preclude the use of the railroad as a railroad or bikeway". For your information, I have enclosed the recent issue of Timetable, from Recycling Railroads, Inc.. I would refer you to the discussion on page 6 regarding the bikeway proposal for Rt. 517 Sparta-Munson Bypass.

I hope this letter concludes what remaining issues there are outstanding.

Very Truly Yours,

William Strauss

William Strauss



DANIEL J. O'HERN
COMMISSIONER

General
STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
TRENTON, NEW JERSEY

Mr. F. Howard Zahn, Chief
Bureau of Environmental Analysis
New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

MAR 29 1979

Dear Mr. Zahn:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 C.F.R. Part 800: Protection of Historic and Cultural Properties, as published in the Federal Register, January 30, 1979 (Vol. 44, No. 21, pp. 6072-6081), I am attaching Consultation Comments for the following project:

Route 517 By-Pass
Sparta Township
Sussex County, New Jersey
SU-279 (001)
Federal Highway Administration/New Jersey Department of Transportation

If you have any questions after reviewing the attached document, please feel free to contact the Office of Environmental Review at (609) 292-2662.

Sincerely,

Betty Wilson
Deputy State Historic
Preservation Officer

Enclosure

cc: Advisory Council on Historic Preservation

Betty Wilson
Deputy State Historic Preservation Officer
Deputy Commissioner
New Jersey Department of Environmental Protection

SHPO CONSULTATION COMMENTS

(prepared in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and with the procedures of the Advisory Council on Historic Preservation as set forth in 36 CFR Part 800: Protection of Historic and Cultural Properties)

PROJECT TITLE: Route 517 By-Pass
Sparta Township
Sussex County, New Jersey
SU-279 (001)

FEDERAL AGENCY: Federal Highway Administration
c/o New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

I. 800.4 (a) Identification of Cultural Resources

The SHPO is of the opinion that the following properties, located in the area of the project's potential environmental impact, are eligible for inclusion in the National Register of Historic Places because of their local historical and/or architectural value:

1. James Maines House (Dykstra House), located at 125 Sparta Avenue;
2. Lockwood House and Maple Tree, located at 95 Sparta Avenue; and
3. Sparta Multiple Resource Area, including:
 - a) Main Street Historic District, encompassing
 - (1) John Kelsey Inn (Sparta Inn)
 - (2) First Presbyterian Church and Cemetery
 - (3) Civil War Monument
 - (4) James Titman House (Century House)
 - (5) Sherman House (Van Dillen House)
 - (6) Methodist Episcopal Church and Cemetery (Lambert Realty Company)
 - b) Lower Blacksmith Shop (Culligan Water Company), located at 8 Station Road
 - c) New York, Susquehanna, and Western Railroad Depot Building, located at 44 Station Road

The SHPO is of the opinion that there are no archaeological resources located within the area of the project's potential environmental impact.

II. 800.4 (b) Determination of Effect

The SHPO is of the opinion that the project will have no effect upon those characteristics of the James Maines House (Dykstra House), and the Lockwood House and Maple Tree that qualified them for inclusion in the National Register. This opinion is based on the condition that any widening of Route 517 or change in grade at the project's western terminus does not extend to these properties.

The SHPO is of the opinion that the project will have a beneficial effect upon the Main Street Historic District, included within the Sparta Multiple Resource Area. The re-routing of highway traffic away from the downtown business area will alleviate the present congestion on Main Street, and help to remove the physical division of the area that is caused by the presently heavy traffic flow. In addition, it is the SHPO's opinion that the project will have no effect upon those characteristics of the Lower Blacksmith Shop and the Railroad Depot Building that qualified them for inclusion in the National Register.

III. 800.4 (c-e) Determination of Adverse Effect

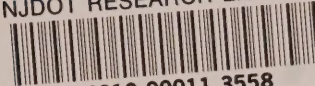
N/A

Additional Comments

The above comments are based upon two reports: 1) "A Preliminary Report on the Phase I Archaeological Survey of the Proposed Route 517 By-Pass Around Sparta, Sussex County, New Jersey" prepared by Dr. James Boylan of Archaeological Research Consultants, Inc. (dated January 30, 1978); and 2) "Route 517 By-Pass, Sparta Township, Sussex County, New Jersey: Phase I Historical Study" prepared by William Strauss and Troy West Architects (dated March 23, 1978).

NJDOT RESEARCH LIBRARY

NJDOT RESEARCH LIBRARY



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